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CENTRAL INTELLIGENCE AGENCY
INFORMATION FROM
FOREIGN DOCUMENTS OR RADIO BROADCASTS

REPORT

CD NO.

COUNTRY USSR

SUBJECT Transportation - Railroad equipment

DATE OF INFORMATION 1951

DATE DIST. 10 Apr 1951

HOW PUBLISHED Daily, thrice-weekly newspapers

WHERE PUBLISHED USSR

NO. OF PAGES 3

DATE PUBLISHED 5 Jan - 18 Feb 1951

SUPPLEMENT TO REPORT NO.

LANGUAGE Russian

THIS IS UNEVALUATED INFORMATION

SOURCE Newspapers as indicated

RAIL EQUIPMENT OUTPUT PROGRESSES; VARIOUS SHORTCOMINGS NOTED

PLAN NEW DIESEL LOCOMOTIVE -- Moscow, Gudok, 4 Feb 51

On 1 February the permanent Diesel Locomotive Commission of the Scientific and Technical Council of the Ministry of Transportation reviewed the technical project for the planning of a new type of diesel locomotive. The project was prepared by the Central Diesel Locomotive Department in conjuction with the Ministries of Transport Machine Building and Electrical Industry.

KHARKOV DIESEL BUILDING 4 YEARS OLD -- Leningrad, Leningradskaya Pravda, 3 Feb 51

The Kharkov Transport Machine Building Plant mastered the production of domestically designed diesel locomotives 4 years ago.

At present, the plant is also making electric locomotives for coal mines and coke plants

DIESEL SPARE PART PRODUCTION POOR -- Moscow, Gudok, 5 Jan 51

The plants of the Main Administration of Machine Building Plants of the Ministry of Transportation have been making spare parts for diesel locomotives, but output of these spare parts did not increase with each year as expected.

The Tashkent Plant has not produced one valve spindle for engines for one year and the oil pumps made by this plant do not supply the necessary pressure in operation. The Korshunovka Casting Plant does not furnish castings for cylinder linings and cylinders for the manufacture of piston rings for the engines of the DB locomotives. The Kuybyshev shops have not for a year delivered any springs for the valves of diesel locomotives. The Lyublino Casting and Machinery Plant is not meeting its assignment: in December it was supposed to manufacture an experimental batch of brake blocks for diesel locomotives.

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In the first half of 1950, the Kaluga Machine Building Plant was supposed to manufacture pistons for diesel locomotives, but failed to begin the production, and, as a result, locomotive repair on the Ordzhonikidze and other railroad systems was disrupted. Moreover, the piston rings manufactured by the Kaluga Plant turned out to be unfit for operation.

The system of distributing the orders should also be investigated. Parts for a locomotive being used on the Ordzhonikidze System are for some reason manufactured in Tashkent, parts for a diesel working on the Ashkhabad System are made in Moscow, etc. -- Letter to Gudok from a Moscow engineer

1950 PASSENGER CAR PRODUCTION UP -- Moscow, Gudok, 28 Jan 51

In 1950, railroad transport received 60 percent more passenger cars from industry than in 1949.

NEW PASSENGER CAR DESIGNS APPROVED -- Moscow, Gudok, 4 Feb 51

Designs for a four-axle all-metal compartmented hard-seat passenger car and a four-axle all-metal mail car have been approved for serial production.

PASSENGER CARS HAVE DEFECTS -- Moscow, Gudok, 17 Jan 51

During the postwar Five-Year Plan, industry organized the production of very good all-metal passenger cars, which are now being used on 13 railroad systems of the USSR network. However, railroad car workers have some complaints about the cars.

In spite of the fact that many practical suggestions concerning the improvement of these cars have been offered on the basis of observations made during operation, the cars being produced at present still have many critical shortcomings in regard to design and quality of manufacture. Treated here are only those defects which cause difficulties in repair and maintenance.

It is not understood why the cars are equipped with friction bearings which are clearly obsolete. This type of bearing causes hot boxes, as evidenced by the fact that during December alone on trains making the Moscow-Vladivostok run five cars had to be uncoupled from trains because of hot boxes and 14 wheel pairs had to be replaced en route.

During the fourth quarter of 1950, 30 all-metal passenger cars were supposed to be equipped with roller bearings, but this was not done, even though practice has shown that with roller bearings hot boxes are practically eliminated, the life of railroad car axles is increased by 18 percent, running repair of cars is reduced 13 percent, lubricants expenditures are reduced 80 percent, train resistance on starting is reduced 12 percent, and fuel expenditures by locomotives is reduced by 12 percent.

If one of the three water tanks in the new cars leaks, the whole car is without water, and with a defect in one tank the passengers cannot use the toilet. During the winter the air heater does not sufficiently heat the air going into the car and the tubes are hard to clean. It is not understood why the designers placed the automatic brake emergency valves under the cars, because at low temperatures these valves become unreliable.

All these shortcomings were brought to light in 1948 - 1949; however, the railroad car builders have not taken steps to correct them.

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REVISION ASKED FOR INTERREPAIR RUNS -- Moscow, Gudok, 28 Jan 51

The existing norms for locomotive runs between washings, which were for the most part confirmed in 1941, have been revised very little since that time. Improvements in locomotive boilers have made these norms obsolete. At a recent meeting of locomotive workers in the editorial offices of Gudok, one locomotive engineer reported that he ran his series Su locomotive 20,000 kilometers between washings instead of the 8,000 kilometers set by the norm.

In regard to locomotive runs between capital repair, in 1949 the average steam locomotive run from one capital repair to the next for the network as a whole was 530,000 kilometers, while the norm was 390,000 kilometers. The run between medium repairs was 188,000 kilometers as against a norm of 130,000 kilometers.

It is time that the norms for interrepair runs be revised to conform with the improved quality of the locomotives and of locomotive operation.

LOCOMOTIVE REPAIR PROGRAM INCREASED -- Moscow, Gudok, 10 Jan 51

In 1951, the plants of the Ministry of Transportation, especially the locomotive repair plants, will have a more complicated task than they did in 1950. The plan for repairing locomotives has not only been increased, but it will also be necessary to repair more powerful locomotives and to organize the repair of series L locomotives, which up to this time have not yet been laid up for plant repair. The plants will be required to improve considerably the quality of repair, reduce locomotive layovers in repair, and save materials and money resources.

Serious troubles in the operations of the plants are often caused by the repair plant administrations of the Ministry of Transportation and also by the Main Administration of Material and Technical Supplying of the Ministry.

ENGEL'S PLANT MAKES OPEN-TOP CARS -- Yerevan, Kommunist, 18 Feb 51

The Railroad Car Building Plant imeni Uritskiy in Engel's has mastered the serial production of 40-ton self-discharging open-top cars for carrying asphalt. The cars are fully automatic, can be operated by one man, and can be emptied in 30 seconds. A group of the cars have been sent to Groznyy.

EXCAVATORS LACK SPARE PARTS -- Moscow, Gudok, 7 Jan 51

Operation of the great number of excavators working on railroad transport is often made difficult by the lack of spare parts. The Kirov Plant of the Main Administration of Machine Building Plants of the Ministry of Transportation, the chief supplier of parts for excavators, is fulfilling this task exceedingly poorly.

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